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CENTRAL INTELLIGENCE AGENCY

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5. The transshipment traffic capacity in tons per day from the USSR to Hungary is 43,000 tons. This capacity has never yet been reached because of the transloading bottleneck. The maximum quantity of goods transloaded has been 42,000 tons in 24 hours, when 1,300 Russian cars of 40-60 and 80 tons capacity each were transloaded into 3,000 standard cars of 15-20 tons capacity by 2,500 workers divided into three shifts.
6. No new structures have been built since May 1951, but those which were under construction have all been completed.*
7. The heavy Russian-type engines cross the bridge at a speed of 10 km. per hour. The distance between Zahony station and Chop station is 5.1 km. This distance can be covered by a train of 32 cars of 4 axles with a gross weight of 60 tons each in 30 minutes. This allows a maximum of 2 trains per hour. Troop transports not carrying heavy freight could pass at 3 trains per hour.
8. The Zahony-Kisvarda (22.4 km south of Zahony towards Nyiregyháza) line has been strengthened but not fitted with a broad gauge. This line is of major importance in the Zahony transshipment capacity, as any damage to this line will automatically affect the loading and receiving capacity of the Zahony yard.
9. Since May, 1951, there has been a tendency to route freight trains carrying reparations through Slovakia and Rumania to the USSR, Zahony being used only for traffic from the USSR to Hungary. This is probably a test of the strategic one-way traffic planned by the Russians. One-way traffic should be more economical and increase the capacity.

* Comment: In practice there will always be a difference between traffic and transloading capacity, even if a new bridge or new transloading installations are built.

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